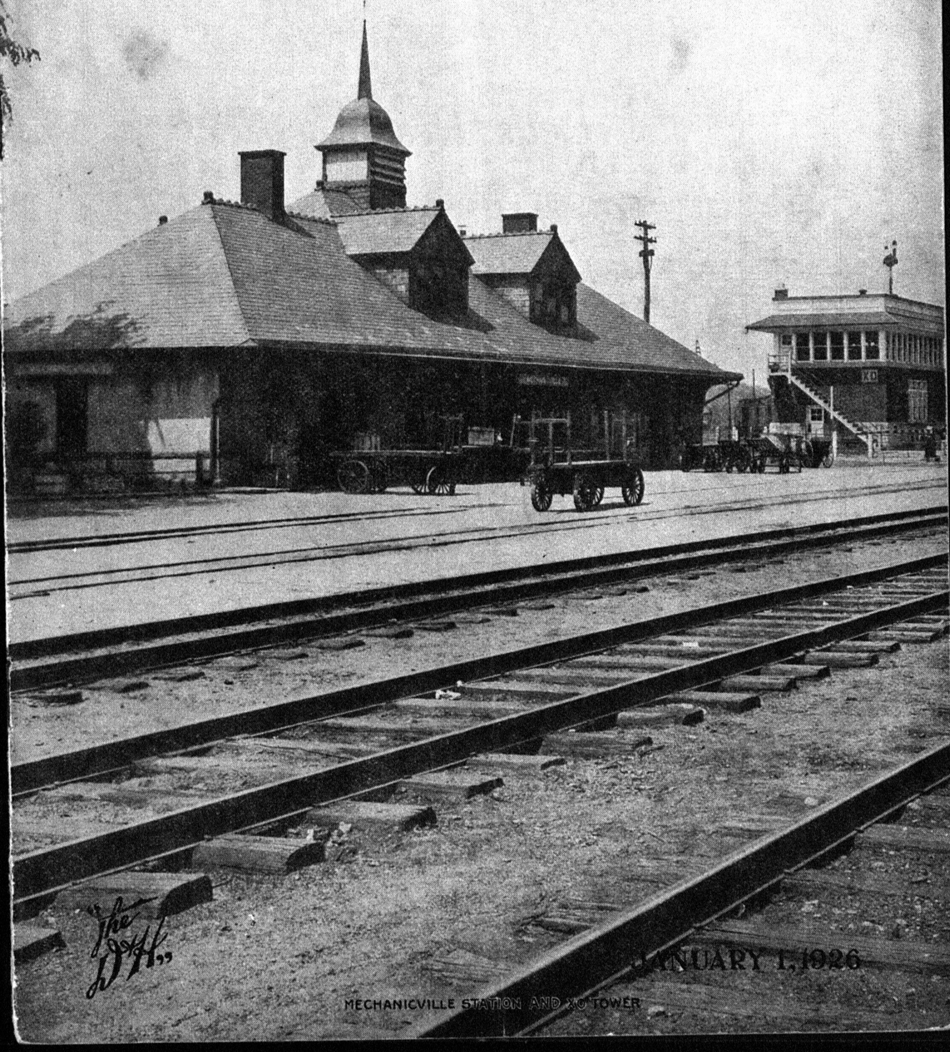
THE DELAWARE AND HUDSON COMPANY BULLETIN



JANUARY 1, 1926

MECHANICVILLE STATION AND XO TOWER

Let's Resolve

TO BE honest, to be kind — to earn a little and to spend a little less, to make upon the whole a family happier for one's presence, to renounce when that shall be necessary and not be embittered, to keep a few friends but these without capitulation — above all, on the same grim condition, to keep friends with One's Self — here is a task for all that one has of Fortitude and Delicacy.

ROBERT LOUIS STEVENSON

The
DELAWARE AND HUDSON COMPANY
BULLETIN

Vol. 6 Albany, N. Y., January 1, 1926 No. 1

Liked Gravity Days Best

Romance Associated With Historic Road Over the Moosic Mountain More Than Compensated For Long Hours and Crude Practices In Opinion of Veteran

THOSE of our employes who began their railroad careers on the old gravity road between Carbondale and Honesdale, look back upon the experiences thus gained with a longing and a yearning that belongs only to cherished memories. Theirs was a great work. It was not easy; rather than this, there was no limit to the hours a man might remain on duty, working methods were crude, safety devices unknown, and the running of trains, on the whole, was a daring undertaking. But the romance was without comparison; it was fascinating, compelling and carried with it an appeal that very much suited the boy or his elder in whose veins coursed the red blood of adventure.

DAVID WOLCOTT

"Those were the best days of all," is the way **David Wolcott** of No. 77 South Main Street, Carbondale, Pa., a retired trainman, sums up his forty-three years and one month of continuous service with the Company. "We surely did have good jobs in those days. The engineers and headmen with their houses and coal furnished, were better off than any man is today. They went to work at 6:30 o'clock in the morning and stayed on duty until their work was done at night. Their pay wasn't big. Some of the engineers would draw seventy and seventy-two dollars a month, and that was about the best." That is his recollection of his first years of railroad work.

It might be said that he was born to the railroad for his father, Frank Wolcott, was a runner on the gravity road when he came to brighten the family home on a farm in Canaan township, Wayne county, Pennsylvania, on March 4, 1841. At other times the father worked with a team in the repairing or building of culverts and as he grew large enough he helped as best he could.

Then came the day when he was able to take a position on the road, also, and was given a job as footman at the foot of "old 7," between Whites and Farview. That was on August 1, 1880, and he then continued in the service until April 13, 1923, when he lost his left arm as the result of an accident while engaged as a trainman on a "kicker" in the Carbondale yards. On the first of September, following, he was retired on pension.

After working for a year as a runner he became a head-man with Henry Vail, a boss runner, and later was promoted to the position of a stationary engineer at the head of Number 6, succeeding John Correll.

Altogether, he was on the gravity road for two years and six months. Then he went to the "Valley" road as a brakeman, reporting to John Copeland, yardmaster at Carbondale, and ran at first in freight service on trains familiarly known as "Coal fives" and "Coal sixes," north to Nineveh.

Then on August 1, 1889, he was promoted to be a conductor and made his first trip from Carbondale to Wilkes-Barre and return, with Frank Ball, engineer, but later went back braking in which capacity he served on nearly every run on the division.

Two brothers, both of whom have since died, were at one time also in the employ of the Company. One, Harry Wolcott, was a conductor, and the other was William Wolcott, an engineer, who, at the time of his death, however, was in the employ of the Erie Railroad.

In 1880, he was married to Miss Jennie Hunter and to them was born a daughter with whom he now makes his home.

He is a member of The Delaware and Hudson Veterans' Association.

When you feel the urge to borrow money, determine carefully whether you need it or just simply want it.—A. J. Churchill.

"What is that stuff you are going to give my husband?" asked the agitated wife.

"An anesthetic," replied Dr. Agromonte. After he has taken it he won't know anything."

"Then don't give it to him!" she explained, "He doesn't need it."

Tell Them

THE next time you hear a citizen yelping about a typographical error in his home paper, just hand him these figures to stop his tongue: In an ordinary column there are 19,000 pieces of type; there are seven possible wrong positions for each letter; there are 70,000 chances to make an error, and millions of possible transpositions. In this one sentence, "to be or not to be," by transpositions alone it has been figured out 2,759,022 errors can be made. Newspaper people, from the devil up to the boss, and other high officials, are merely human and liable to err. Don't be nosing around for errors, but read for the information you can get and the good you can get. You will find errors enough in your daily walk through life without having to hunt for them in a newspaper.—*Halls (Tenn.) Graphic.*

Coming Veterans' Meetings

ON Sunday, January 10, the annual meeting of The Delaware and Hudson Veterans' Association will be held in Albany, N. Y. Odd Fellows' Hall at No. 46 Beaver Street, which so nicely accommodated those who attended the meeting last January, has again been secured. Election of officers is the principal item of business to be transacted and that the choice of those who are to direct the activities of the association for a year hence may be that of the majority of the membership, PRESIDENT COBB urges that each member in good standing put forth a special effort to be present.

A special train will leave Wilkes-Barre at 6 a. m., and arrive at Albany at 12:58 p. m. No refreshments will be served on the train, as in the past, because ample time for dinner will be had after arriving in Albany, the hour of the meeting having been set for 2 o'clock. Adjournment will be taken at 4 o'clock, and the special train will leave an hour later.

On the following Sunday, January 17, the annual meeting of The Delaware and Hudson Veterans' Association of the Susquehanna division, and of its Ladies' Auxiliary, will be held in the Municipal Building in Oneonta, at 1:30 p. m. This also will be an occasion for the election of officers for the ensuing year. A committee to arrange for the second annual ball, also will be named.

The sociability of the occasion will center around the dinner which will be served at the Hotel Oneonta at 12 o'clock, noon, at one dollar per plate. Then either preceding or at the conclusion of the regular order of business there will be a program of music and readings by the Misses Dorothea and Audry Koch, daughters of W. H. KOCH, roadmaster on the Susquehanna division, and by the Colonie Car department quartet.

When Someone Cares

WHEN you meet some disappointment, an' yer feelin' kind-o-blue;
When yer plans have all got side-tracked, or some friend has proved untrue;
When yer toiling, praying, struggling at the bottom, up the stairs;
It's like a panacea—just to know that someone cares.

It will send a thrill of rapture through the framework of the heart;
It will stir the inner ben' 'till the teardrops want to start;
For this life is worth the livin' when someone yer sorrows shares
Life is truly worth the livin' when you know that someone cares.

—*James E. Hilkey.*

"Where in the world do all the pins go?"

"It's hard to tell, because they're pointed in one direction and headed in another."

The Real Coal Problem

*Present Labor Policy Governing England's Mining Industry Is a Grave Menace In the Opinion of E. T. Good as Expressed in The "English Review"**

Suspension of anthracite mining in this country has most seriously affected the economic life of the country generally and more particularly that of the territory served by The Delaware and Hudson.

Through the loss of tonnage, the revenues of the Company have been seriously depleted and the resultant loss of time and earning to all classes of employes makes the matter of coal strikes of especial interest.

Information on this subject is therefore desirable and we are reprinting the accompanying article by E. T. Good, which appeared in the September, 1925, issue of the "English Review," dealing with this problem in England.

WE must solve our coal problem or perish as an industrial nation. We depend, and must long depend, upon coal as our main source of manufacturing power, as our chief cargo material, and as the prime factor in balancing our food imports. The problem can almost be summed up in one word, output. On the present basis of output, if the miners are to draw a good wage, coal is too costly for competitive trade, whilst, if we are to have reasonably cheap coal, their wages must be below the datum line of contentment. It is almost entirely a matter of production per unit of labour and capital. It is not a question of wage per man, but of wage cost per ton. A small output per man-shift cannot carry high pay and yield cheap coal at the same time. We have, therefore, to address ourselves to the task of getting a good output per man. The facts are plain and indisputable. Here is a little table which may be said to put the British coal problem in a nutshell:

BRITISH COAL PRODUCTION PER MINE WORKER PER WORKING SHIFT

1883	(with poor mechanical appliances)	25 cwts.
1903	(with better appliances)	23 cwts.
1913	(with still better appliances)	21 cwts.
1923	(with still more improved appliances)	18 cwts.

Even in the period between 1914 and 1924 the number of our mechanical coal cutters has been doubled; the number of mechanical conveyors has been quadrupled; there have been great electrical power and light and related developments; hundreds of old and difficult seams have been abandoned; and scores of new and magnificently equipped collieries have been opened out; but instead of an increased output per unit of labour, we have actually had a decline from about twenty-one cwts. per man-shift to less than eighteen cwts.

Whilst our labour policy remains what it is, all the costly machinery that may be put down, and all the reports of all the committees and commissions of inquiry, will be sheer waste. Indeed, reports which declare that the current depression in the coal trade is not due to factors under the control of either miners or their employers, but is attributable to external circumstances, are worse than waste. They are untrue and mischievous. Our coal trade is depressed because we have, since the war, driven customers and would-be customers away with our high costs, our low output, our strikes and threats of strikes. We have caused some of our old customers to ransack the world for oil. We have prompted some of them to go in extensively for electrical schemes. We have stimulated some of them to dig in their own countries for coal. We have now to demonstrate that we can once more produce and ship our coal at competitive prices or go down in the commercial contest. Let the facts be faced fairly and squarely. Here is another little table:

AVERAGE DIRECT PIT LABOR COSTS OF COAL PRODUCTION IN ROUND FIGURES

Great Britain	13s. 6d. per ton
United States	9s. "
Germany	7s. 6d. "

In Germany they get cheap coal by means of low wages. In the United States they get cheap coal by means of big output.

UNITED STATES PRODUCTION PER MINE WORKER PER WORKING SHIFT

1883	30 cwts.
1903	40 cwts.
1913	60 cwts.
1923	80 cwts.

We cannot do all they do in America in the matter of output per unit labour, for our natural conditions are not so good, just as European Continental conditions are not so favorable as ours; but we might at least do half as much as the Americans in this matter. That would solve our problem. United States miners have recently been earning wages averaging £8 a week, against a British average of £2 15s., yet the pithead cost of American coal is barely half as high as the cost of our material.

We can stand a disparity between our productive costs and those of foreign countries for two reasons. One is that our coal is of superior quality. The other is that our mines are much nearer points of consumption or shipment than are foreign mines, so that we have very little to pay in rail rates. Most of our export coal can be carried from the pit to the ship for rail charges ranging from 2s. to 4s. per ton. It costs our United States competitors from 6s. to 8s. a ton to carry their coal from pits to ports. It costs our German competitors 8s. to carry a ton of coal from the nearest colliery district to Hamburg. The combined rail and ship freights on British coal to Hamburg are less than the rail cost from the Ruhr to that German port.

Again, we can carry coal from British mines to such points as Quebec and Montreal at a less cost than United States coal can be conveyed to those Canadian cities. Canada needs to import nearly 20,000,000 tons of coal a year. There is a fiscal preference for British coal in Canada. The situation of the United States mines is such, and the construction of Canadian railways is such (the lines were built to promote trade between East and West and West and East, and not for trade between North and South) that we could have the bulk of the Dominion coal business, to the immense benefit of our shipping, if only we could produce economy. As a matter of fact, we permit the Americans to do over 90 per cent of the trade. Our geographical and shipping advantages, and the preference we are offered, are neutralized, and more than neturalized, by our uneconomical methods of production.

In the vast Republics of Latin America, at practically all Continental importing points, in the Indian Ocean and several of the African coaling stations we could secure a practical monopoly of the coal trade if only we would produce with economy, and regularity. Incidentally, we could revive many of our manufacturing industries, such as those of iron and steel, and thereby greatly increase the home demand for coal, if only we would reasonably cheapen this material. We can stand dearer coal at the pit than our competitors can—because we hold geographical and other advantages. We can stand a pit labour cost some 30 or 40 per cent higher than the German cost, but a labour charge some 70 or 80 per cent higher will and can spell nothing but deeper trade depressions and more severe unemployment.

Why is our coal output so small, per unit of labour and capital, that even with moderate, if not low, wages the cost is too high? Why a heavy decline in production per man employed when, with improved machinery, there should have been an increase? It is not due, as often alleged, to deeper and more difficult mining conditions. These conditions have been fully balanced by the mechanical improvements. Cutting and conveying and hauling machinery, drainage, lights and ventilation, shot-firing, general comfort and safety are all greatly improved as contrasted with fifty, or thirty, or even fifteen years ago. Why then, the present deplorable economic condition of the British coal trade? It is due to mistaken trade unionism, plus silly legislation.

We have arrived at a stage in our development where trade unionism will have to be checked if we are to save ourselves from ruin. Indeed, British trade unionism is now staffed by officials whose deliberate intention is to cause enough trade depression, unemployment, and discontent, to drive the nation, in despair or otherwise, to a bastard form of Socialism—to smash what they call Capitalism. These officials do not want the workers to be well employed, well paid, well fed—under the existing system of private enterprise which has so wonderfully developed industry in the past. They are striving for revolution. They calculate that by constantly throwing grit in the industrial machine, by slow-timing work, by making things costly and scarce, by dislocating trade by big and frequent strikes, they will eventually cause the machine to break down completely. And in their dastardly work, these agitators are aided and abetted by vote-catching, flaccid politicians.

Since 1842 we have had an almost constant succession of laws, rules, and regulations made by Government, chiefly with a view to promoting safety. Until recent years, safety was the only consideration. Well and good. No one complains nowadays about real safety laws or their cost. The coal owners have spent much money and time in scientific research with a view to reducing dangers. Altofts and Eskmeals are monuments to the humanity of those who are denounced by agitators as soulless, brutal parasites. Within sixty years the British mining accident death-rate has been reduced by 60 per cent—under Capitalism and the laws of "Capitalistic" governments. Coal owners, managers, engineers, and scientists have worked wonders, silently, and Parliament has required the worst employers to come up to the standards set by the best employers. Most of the good work, by the way,

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How To Prevent Rough Handling

Rock Island Conductor, Who Wrote Prize Winning Paper, Sees Possibility of Reducing Such Claims to a Minimum If All Employes Will Be More Careful

GOOD judgment, a constant observance of all rules governing the handling of locomotives and cars in classification yards, and a keen appreciation of individual responsibility are important factors in reducing to a minimum claims that result from a rough handling of cars, is the opinion of George H. Young, a Rock Island conductor, whose contribution in an essay contest conducted recently by his company, was awarded first honors. The first part of his discussion was published in THE BULLETIN of December 15, last, and we are printing here the concluding chapter which begins with consideration of Rule 18:

Rule 18—"All defects will be repaired as far as practical when a car is placed upon the repair track consistent with the movement to destination cars that are loaded with important freight."

Comment:

In their effort to get many cars through a rip track, many car foremen will only repair the defects reported upon the bad order card by the train yards inspector, or just enough to get the car through to the next repair track at some other division point, overlooking, many times, a small item that will be the starting of a major defect and heavy damage.

Rule 19—"Wooden frame cinder and ballast cars will be trussed extra tight to prevent their sagging when under load, thus causing the brakes to bind."

Comment:

These cars are of the ninety-eight thousand series, all of them more or less are in a bad condition, when under load they swing down often to an extent that they break in the center, and all that have inside connected brake beams bind to an extent that they put a hard strain upon the draft gears in handling.

Rule 20—"Extra precaution will be taken to see that cinder cars under load are not placed in outgoing trains with weak draft gears and rotten timber, brought about by being water soaked at cinder pits."

Comment:

In putting out the fire while loading hot cinders the draft timbers are water soaked to an extent that they become rotten, and will pull out very easy when placed in heavy trains. Most cinder cars are those that are unfit for road use, and are condemned to the use of cinder loading, supposedly to be handled in the yard in which they are loaded, but are often billed out on heavy trains; draw bars are pulled out, causing a hard strain upon all the cars in the train.

Rule 21—"Air hose become greatly damaged on cinder cars around cinder pits and a careful watch will be kept to see that all hose that are liable to burst under pressure are exchanged for new ones before train leaves."

Comment:

It is the prevailing idea that an air hose should stay on a car until it is blown off or bursted, this causes damage to all cars in the train if in motion, and they should be replaced with new ones at the terminal if there is a seeming possibility of them doing so en route.

Rule 22—"A special 'blue' card for bad order hand brakes will be furnished car inspectors to be placed on cars that are known to have a defective hand brake."

Comment:

This card should be the size of the bad order cards that are now in use, and used in addition to the regular cards. It should be blue so as to attract attention, with the words "bad order hand brake" printed in black upon it. It should be placed near the bottom of the hand ladder on each side of the car, and not removed until the defective brake has been repaired. Engine foremen making up train in yards will not, however, place a car having one of these cards upon it on the rip track, but will let the car go forward to its destination to be made empty, and the first time the car gets to a terminal that has a repair track, the car will be repaired. This merely is advance information that there is no dependence to be placed in the hand brake, and the car handled accordingly.

Rule 23—"Inspectors will make a special effort to see that hand brakes are in good condition in their inspection of trains, and will place a blue bad order hand brake card upon a car that has a defective hand brake."

Comment:

Not enough importance seems to be placed in

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The
Delaware and Hudson Company
BULLETIN

Office of Publication :
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company for the information of the men who operate the railroad, in the belief that mutual understanding of the problems all have to meet will help us to solve them for our mutual welfare.

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Vol. 6 January 1, 1926 No. 1

Why The Difference?

MAKE Railroads Safe!" That is the demand of an editorial writer for one of our city dailies. In his consideration of the case of Timothy J. Carroll, Pennsylvania Lines engineer, charged at the time with responsibility for a wreck in which ten lives were lost, he contended that "there should never be a possibility of another such disaster." "Ten or more are dead in a wreck that seems inexcusable," he observed.

Make Railroads Safe! That is just what railroad management has been devoting time, energy and money to from the first day the first locomotive turned a wheel, and surely no one regrets a disaster that results in the loss of life more than does the management of the road on which it happens.

But let's look farther. On the same page there appeared another editorial headed, "Motor Accident Causes." It disclosed these sordid facts: "In the first nine months of the year, in New York State, automobiles caused 1,253 deaths and injured 38,392 persons, including 11,768 children. In September, 256 were killed and 5,807 injured; 136 pedestrians lost their lives when run down by automobiles, twenty-eight persons were killed in automobile collisions, twenty-seven in cars that went over embankments or turned over, and twenty-one were killed when cars hit poles or fences. Jay walking caused 3,475 accidents and 118 Jay walkers were killed." And the writer sums up his comments, thusly:

"Scolding about carelessness does not seem to be effective. But the motorist and pedestrian has only to study the causes of accidents to avoid them. Everyone knows how they happen. Why not take the lesson to heart?"

How strangely different he viewed the two situations. In the case of the railroads he suggested force; with the public, persuasion. But contrast the loss of life. A lone engineer, working under orders and a more insistent demand on the part of the traveling public which ever infers essentially, that, "he get there, and get there quick," and the company that employed him are condemned for the loss of ten lives, not a trifle to be sure, a very sad accident, indeed. But, on the other hand, motorists seemingly may continue to run up and down our streets and our highways and kill and maim just as innocent persons as those who lost their lives in the railroad wreck, and their crime be excused with a plea or a lament. Why the difference? Why not "Make Motoring Safe" at the same time we "Make Railroads Safe?"

Who Else Would Tolerate It?

SOME day, some appreciative person will pen a tribute to the patience of railroad management. The many indignities it has been forced to bear will constitute a very lengthy chapter, indeed. Included among these will be the present-day situation brought about by unfair motor bus and truck competition, and the greediness with which those who carry it on ply their trade.

Are you in doubt about this? If so, it will take but a few minutes to dispel that doubt if you will but study the situation at one of our stations, a comfortable building erected at no small cost for the convenience and comfort of our patrons. The bus owner does not indulge in any such expense, but, in this particular town, has established his stand directly across the street from our station in which, in disagreeable weather, his customers find comfortable protection. Not content with knowledge of this, he persists in soliciting his business right up to the station door. What a storm of protest would be stirred up, how the management would be condemned, if his patrons were denied the use of the station, but such an order would only be in keeping with his practices.

Railroad employes, in behalf of management, should resent such indignities, such unprincipled competition. It is a stab to the heart of the business upon which they are depending for their livelihood. It is not alone a problem that concerns railroad management, but one equally as vital to the future prosperity of the employe body.

Dispatcher: "What does this mean? Someone just called up and said that you were sick in bed and would not report for your run today."

Trainman: "Ha, ha. The jokes on him. He wasn't supposed to call up until tomorrow."

The Real Coal Problem

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was done in the last century, before the Socialists came on the stage.

Within the last twenty years or so our mining labour laws have become something more than safety measures. They have become serious handicaps on industry and trade. The Eight Hours, the Seven Hours, and the Minimum Wage Acts have done damage which few people realize or even pause to consider.

Before we had the eight hours law our men did not work an average of eight-hours a day, or forty-eight per week, but there was elasticity, freedom to operate the pits according to natural conditions and trade requirements. For example, mines producing mainly for the domestic coal market could work extra hours or shifts in the winter, when demand was brisk and fewer hours or shifts in the summer, when trade was slack. The men earned extra money in the winter, and had extra time for gardening or sport in the summer. Customers were supplied at the most convenient time; and coal did not have to be heavily stocked, at considerable expense, and to deteriorate, as is now the case. Similarly, collieries working mainly on account of the Baltic trade, could operate extra in the summer and go easy in the winter, when Baltic navigation was blocked by ice. Again, when and where coal-producers worked four or five comparatively long days per week, with extended week-ends off for play or allotment cultivation, there was ample time for repairs, etc., at the week-ends, without extra pay rates for the Sundays. There was freedom and economy. Since the daily hours of labour have been strictly limited the conditions have changed badly.

When the Eight Hours' Bill was before Parliament as a Government measure, the Minister in Charge, Mr. Churchill, with the approval of the miners' representatives, definitely promised that if the Bill became an Act, the miners would work three shifts per day; that would bring an increased output per man and a decreased cost per ton; that there would be a great increase of safety; and that the workers would be far more contented. All the promises were absolutely falsified. The Bill became an Act under false pretenses. The miners refused to work the multiple-shift system. Where the employers tried to enforce it, there were strikes. From many pits in Northumberland not a ton of coal was drawn for sixteen weeks. It was stoutly declared that the three-shift system for hewers, plus the double-shift for transit hands, meant the workers leaving home and returning home at nearly all hours of the day and night; that the women would never have done the work of preparing separate meals and changes of clothing; that they would not be able to look after their children properly; and that the entire health of the mining community would suffer. And even today, with a Seven Hours Act, many of the collieries only operate two shifts per day, and many more only work a single shift. Costly plant and machines stand idle most of their time, and charges per ton of coal are seriously inflated to the loss alike of the owners, the miners, and the coal consumers.

But that is not all. The rush and disorganization caused by the Eight Hours Act resulted in an alarming increase of accidents. For many years, for many decades, there had been such a steady increase of safety that only four miners per working day, out of nearly a million employed, lost their lives at work. It was a remarkable record. Mining was only one-fifth as dangerous as seafaring. But in the first full year under the new law there was an avearge of six deaths per day—an increase of 50 per cent.

In the next place, the piecework coal-getters found that in many cases their earning time was restricted. They had either to work an extra turn per week or suffer a wage reduction. There was very soon a new wage agitation that led up to the first national coal strike. Then Parliament, in another moment of weakness, and in profound ignorance of industrial economics, carried the Mines Minimum Wage Act. That struck a blow at payment by results, and there was a further drop in the output per unit of labour. To meet the new conditions created by the Eight Hours Act of 1908, and the Minimum Wage Act of 1910, the owners tried more new and expensive machinery. But the idea of "ca'canny" had been so successfully inspired by the agitators, that in spite of all the efforts of owners, engineers, and scientists, the man-shift production has continued to go down until, for the period of 1919-1924, it has barely exceeded an average of four tons per man-week. Obviously such a meagre output will not yield high wages and cheap coal concurrently. When the Seven Hours Act was recommended we were assured that the miners would produce as much coal in seven as they had previously been getting in eight hours. Experience was ignored. We have seen what we have seen—reduced production, inflated costs, loss of trade, growth of unemployment. Such is the price of continual Government surrenders to Socialistic trade unionism.

In the last few years before the war our iron, steel, and related industries were adversely affected by dear fuel, caused largely through trade union and Parliamentary policy. Nevertheless, soon after the war, not to mention the actual war period, the politicians pandered more than ever to the Socialist agitators. Facts were not faced. Plain talk was not fashionable. Whilst pretending to "control" the coal trade the Government so permitted the production to go down that we could not supply our foreign customers with more than about one-third the pre-war quantity of exports, and for that reduced tonnage the Government charged such fantastic prices that the customers were disgusted, and set about trying to render themselves less dependent upon our coal. In 1920, when Continental Europe was famishing for coal, owing to the war-time damages to mines we only exported 25,000,000 tons of coal, against 73,000,000 tons in 1913. Then in 1921, the Government suddenly withdrew its control six months before the appointed time. That action provoked chaos and another huge strike, from the effects of which our trade has not yet recovered. The labour agitators, of course, do not intend trade to recover if they can help it, and the nation ought to realize that in all these agitators say and do they are inspired by the idea of killing private enterprise. They never negotiate with employers or Government with a view to industrial peace and prosperity. The Government of this country will not be able to stand on its dignity, and neither the nation in general, nor working miners in particular will be able to have their rights until such mischief-makers as A. J. Cook are deprived of power and influence. Above all, it ought to be made a criminal offence to broadcast publicly false statements about industry for the purpose of misleading any section of the public or the workers. The vast bulk of our troubles may be traced directly to false agitation.

Here are a few examples of the falsity alluded to: When miners' wages were at the pinnacle, Mr. Frank Hodges, then secretary of the Miners' Federation, told an Albert Hall meeting, and through the Press, the nation, that coal for which householders paid 2s. 6d. per cwt. was "produced—brought to the pit top"—by the miners for 2s. 6d. per ton. At that time the pithead cost, averaged over all the coal—good, bad, and indifferent—was only fractionally less than 40s. a ton, of which very nearly 30s. was for miners' wages. At one period of the war, when miners' wages alone absorbed 18s. per ton, Mr. Smillie wrote in the public Press that the total cost of production was only 9s. Mr. Snowden has lately told the country that mining royalties on coal and ore amount to more than the wages of the men who make our steel. The truth is that upon all the coal and ore consumed in the British iron, steel, engineering, and shipbuilding group of industries, the royalties amount to only £2,250,000 a year, which is bare compensation for land occupied and damaged by the mining companies, whilst the annual wage bill in this group is at least £150,000,000. Mr. Cook, the present secretary of the Miners' Federation by a minority vote, has recently declared that in ten years the colliery owners have had £300,000,000 in profits, and that the royalty owners have had £400,000,000 out of the industry. Such are the lies that provoke false ideas and policies, class-bitternesses, and cause strikes, "ca'canny," and political moves that damage our trade and intensify unemployment. Surely it is time public liars were punished.

It is time also that trade unions were brought under the common law of the land, made responsible and punishable for breaches of contract and damage to business. The politicians who lifted trade unions, or, to be precise, trade union agitators, above the law have been responsible for intimidations, tyranny, industrial dislocations, and loss of trade beyond calculation.

Then there is the fraudulent and farcial trade union ballot. Trade unions are now so important in the economy of industry, commerce, and national affairs generally, that the trade union vote ought to be as secret, and its counting as honest, as the Parliamentary Franchise. But there is neither secrecy nor honesty about Miners' Federation votes. If the ballots are not taken in the branches, attended by only small minorities, chiefly of the wild men, they are taken at the pithead under the surveillance of the pit union official, and men who dare vote against the "official" policy are made extremely uncomfortable.

The Miners' Federation vote on nationalization stands out as a striking example of trade union dishonesty, and it is worth recalling at a moment when the agitators are reviving their nationalization movement. Four separate questions were put on the ballot papers, and only a single yes or no was allowed to cover the lot. A miner was not allowed to vote against nationalization, against becoming a State servant, without by the same mark voting against higher wages, against reduced hours, and against "justice for discharged soldiers." On that faked ballot the leaders conducted a raging, tearing propaganda. Two years after the ballot no less a leader than Mr. Vernon Hartshorn, M. P., admitted in a Press article (South Wales News) that the Federation did not know whether the working miners desired nationalization or not, or whether, indeed, the men understood the meaning of nationalization. Such is modern British trade unionism. Such is the current "labour" movement. Such is the great coal problem.

The solution of the coal problem—which means largely the solution of our shipping, our employment, and our trade balances problems—lies in a bigger and cheaper output per unit of labour, and this may be brought about by reversion to the eight-hour day, with the adoption of the three-shift system, or the entire abolition of silly restrictions on the work of grown men. An eight-hour day for five days a week with the three-shift system, would be far better than the present seven-hour day, on the one or two-shift plan. This system is a proved failure. We are more subjected to foreign competition than any other nation. We are far more dependent on coal exports to pay for food imports than any other nation, yet we alone among the nations, carry a Seven Hours' Law, and we permit more trade union restrictions on hours, on shifts, on overtime, than any other nation. Before our trade can revive and our workers prosper, we shall have to return to the old idea of a fair day's work. Men and nations thrive on hard work. They decay on indolence. We are suffering a fit of laziness unprecedented in the annals of English industry. Unless we shake it off we shall drift to disaster.

There is a world of trade to conquer by means of economical production. Coal is not killed yet by either oil or electricity. In 1923, the world produced and consumed more coal—black coal, exclusive of brown coal or lignite—than in any pre-war year with the single exception of 1913. As testified in a special report by the United States Geological Survey last year, the world's black coal output was only 7,000,000 tons below that great record of 1913. As the British output was 9,000,000 tons under that of 1913, it follows that the world outside Britain actually produced (and presumably consumed) 2,000,000 tons more black coal in 1923 than in 1913, and it produced far more brown coal. That is a striking and significant fact in view of the circumstances that the great Ruhr mining industry was dislocated by the "passive resistance" to the French "occupation;" and that the mining industries of Russia and Austria were almost paralyzed.

The importance of oil and electricity is grossly exaggerated. These rivals have been temporarily stimulated by the short supplies and high prices of coal between 1919 and 1921; but oil is no more likely to supplant coal—nor are oil and electricity together more likely to supplant coal—than electricity has yet supplanted gas. When the electric light made its appearance on a commercial scale, we were told that gas was doomed to early extinction. More gas is used today than was used before electricity came on the scene. So with coal and its rivals. The growth of population and industry throughout the world means that coal will still be required in large quantities. Moreover, from coal we obtain a multitude of by-products essential to modern industry and life—various drugs, chemicals, colours, etc. Neither oil nor electricity has any such by-products to its credit.

It is significant that the Netherlands Shipping Company has had some of its ships, which were built to use oil, converted into coal-burning boats, because coal is now cheaper than oil, notwithstanding the fact that those vessels trade to an oil-bearing country. The London and North Eastern Railway Company finds that coal is cheaper than oil on its passenger boats.

As evidence of the nonsense spread about coal and its rivals there is the statement made a few days ago by a great newspaper, on the authority of a prominent industrialist, that we have lost a great coal market in Italy, owing to the enormous development of electrical power in that country. What are the facts? In 1913, Italy imported 10,000,000 tons of coal. In 1924, Italy imported 11,000,000 tons. In the first half of 1925, Italy has imported more coal than in any previous half-year, and a special report prepared for our Overseas Trade Department, states that there is evidence of continued expansion in Italy's coal imports. *The fact that we are not doing so much trade in the Italian and other markets as we did before the war is due entirely to our own shortcomings—our high costs, our short output, our frequent strikes.

What has been done cannot be undone. We cannot make our customers soon forget the way we treated them in the years 1919-21. We cannot abolish the great mining developments, the great lignite utilization schemes, the great fuel economy plans, that were set going when we created and aggravated coal famine conditions by our mad strikes, our reduced hours and our "ca'canny" of the first few post-war years. But the question of coal versus oil and electricity, the question of British versus German coal competition in Europe, and the question of British versus American coal competition in Canada and elsewhere are purely matters of price. If we reduce our price by means of more economical production we can regain and retain the practical coal monopoly we held for so long in many markets before the war.

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* The American equivalents of English currency, in such terms as are used in this article, are, normally, as follows: £ = $4.866½; s = .243; and, d = .02.

I Like You, Life

By IDA M. THOMAS

I Like you, Life—the joy, the strife
And all that goes to make you, Life,
The unrequitted hopes, the fears,
The laughter and—ah, yes, the tears;
The storms that buffet me, and beat,
The knotty problems that I meet,
Even what sadness may befall,
Delight and happiness, all, all
That you assemble at your call.
What though the joyous, happy smile
Is gone in but a little while,
What though long hours with pain are rife,
In spite of this, I like you, Life!
I like you Life!

How To Prevent Rough Handling

(Continued from Page 7)

the matter of efficient hand brakes by inspectors or repair track foremen, yet this feature is the cause of a large per cent of the heavy damage to cars.

Rule 24—" Inspectors will go over the top of each train upon their arrival at terminal, and see that the brake wheel does not turn on the staff, also that the ratchet is not loose."

Comment:

Every precaution should be taken to insure against defective hand brakes and the inspectors can cover fifty to seventy-five cars that may have a defect on top, quicker and cheaper than waiting for a switchman to make the examination. Trainmen on the road will of course know that a car has a good brake on it before it is cut loose from other cars in switching.

Rule 25—" Knuckle locks will be boiled when a car is placed upon repair tracks."

Comment:

Damage to cars, many times, is caused by the coupling not making, cars get away and hit other cars on account of the knuckle not falling as it should. Upon examination it is many times found that there is no defect except the knuckle lock was rusty to an extent that it will not fall readily when the knuckle is closed. Backing off from a car and hitting it several times in trying to make a coupling will be to a great extent avoided if the lock is oiled.

Rule 26—" Engineman will not drift into cars at a rate of speed that he thinks is slow enough, but will act on the signal that is given him by the man that is on the ground who is in better position to know what is required."

Comment:

In going into cars at times, the engineman will reduce the speed of the cars he has his engine attached to, to a speed that he figures will do no damage, after receiving easy and stop signals, letting the shock of his engine govern as to how hard to hit cars. Upon an engine, however, the jar will be slight when the shock to the cars will, at times, result in damage in the weakening of draft rigging. A failure to make the coupling by the man on the ground in cases of this nature results in cars drifting into other cars.

Rule 27—" Firemen will keep a close watch for signals even though all the switching is seemingly being done on the engineer's side."

Comment:

Many times something happens that, all of a sudden, a man will see fit to cross over to the fireman's side to give some signal, and if the fireman fails to catch it in time to pass it to his engineer the damage is done before a recross over movement can be made to the side of the engineer.

Rule 28—" Fireman will repeat signals to his engineer as near as possible as they are given to him by trainmen or switchmen."

Comment:

This of course is very necessary, and in addition to speaking to them he should also give them with his hand in the exact manner as the men on the ground are giving them. This is merely extra precaution against a misunderstanding on the part of the engineer as to what is wanted.

Rule 29—" In switching, the engineer will avoid jerking the slack out of the cars his engine is coupled to, both in starting, as also in stopping."

Comment:

Sudden hard strains upon the draft rigging of a car weakens it to an extent that the draw bar will come out sooner than it should, or after the car is placed in trains, and can be avoided by stretching the slack out gradually before using a " heavy throttle." In stopping a cut of cars, if the engineer sets his brakes hard and holds them set, the slack will be " snapped " out at the opposite end of the cars, and brake knuckles, knuckle pins are damaged.

Rule 30—" Engineers will avoid the taking of the slack in starting train unless it is found necessary to do so in order to get the train in motion."

Comment:

Some engineers will take the slack on their trains regardless of how few cars they have, even in starting a train down hill. This is more or less a habit and causes damage to cars in weakening the draft gears.

Rule 31—" In taking the slack, engineers will only take as little as possible to get train in motion, and not slack the entire train. Upon hills they will use the air brakes in taking the slack."

Comment:

If the air is not set in taking the slack upon grades, the rear of the train will be going in one direction and the engine will be started in the opposite at the same time, resulting in getting a draw bar or break knuckles, and ends of cars that are loaded with shifting commodities will be shoved out.

Rule 32—" The engineer will immediately reduce the speed of his engine the moment he fails to see a signalman, continuing to do so until he has brought the engine to a full stop if the signalman does not reappear."

Comment:

In switching, at times, the men giving signals will let the engine roll behind buildings, around curves, and in many ways get out of sight of the engineer; the engineer will keep moving slowly, think that someone will " show up " before hitting cars or in time to give other signals before anything happens. This is a dangerous practice and should be avoided.

Rule 33—" If for any reason a cut of cars has been coupled into at too high rate of speed, the engineer will not hold his brakes fast on the engine until all the slack has run out the cars at the opposite end, but will set and reduce brakes slightly, allowing his engine to follow the slack until he is able to get the cars stretched."

Comment:

Slack " snapped " out of a cut of cars by the engine standing with brakes set hard results in damage to both cars as well as loads that shift.

Rule 34—" Enginemen that receive signal from a trainman after a coupling has been made will reduce the air pressure in the cars engine is attached to, so as to more uniformly equalize the pressure between the cars that are coupled into and those that are already charged, thereby securing a quick release of all air brakes of the train."

Comment:

This will let a train get under motion sooner than if some of the air brakes stick, as the case will be if this reduction is not made.

Rule 35—" Enginemen that receive a car length signal or a number of them will reduce the speed of engine accordingly to insure coupling into cars at a speed that will cause no damage."

Comment:

Engineer will be prepared to stop within the distance so signaled.

Rule 36—" Enginemen will reduce the speed of train before reaching a point a sufficient distance to avoid having to make an extra heavy application of the air when the stop is actually made."

Comment:

Heavy applications of the air in making a " passenger train stop " with a freight train will result in heating of brake rods, as well as weakening the draft gears of most of the cars, if not actually pulling out draw bars.

Rule 37—" Enginemen will take signals and act upon them unless it is known that it is unsafe to do otherwise."

Rule 38—" In yards where trains are made up consideration will be given to the placing the heavy loads on the head end, lighter loads and empties on the rear."

Comment:

This, of course, to be done as far as consistent with the making up of the train in station order, but it will help in the handling of the train on the road especially on heavy grades, as also in starting and stopping.

Rule 39—" When practical, agents will inspect loaded cars after they have been loaded and presented to the railroad for movement, to see that they are properly braced against shifting."

Comment:

This can and ought to be done by the agent at stations between terminals.

Rule 40—" Agent will see that proper cars are furnished for the different shipments."

Comment:

Often a shipper is told to load a car that is totally unfit for the commodity that he loads, causing loss in claims, and many times damage to the car; for instance, weak sided coal cars loaded with crushed stone, etc. Yardmasters, in filling orders for cars, should know what the car is to be loaded with and watch the feature of getting suitable cars for the purpose on locals. Agents will, in ordering cars from the chief dispatcher, state what he wants the car for; and the car distributor will give this information to yardmasters.

Rule 41—"Agents will not allow shipper to damage a car in loading, bracing or unloading farther than actually necessary."

Comment:

The cutting of holes in the sides, roofs and floors of cars, also the excessive use of extra large nails is costly to our company and weakens a car in proportion and a campaign against such practice should be put into effect.

Rule 42—" Agents will not allow cables or chains to be attached to grab irons or to air pipes by teamsters in attempting to move the car with teams or trucks."

Comment:

This is a practice that is costly and almost every time a car is moved in this manner damage results.

Rule 43—"Agents and yard clerks at stations between terminals will make a special effort to get a car that has been made empty at their station out and to a larger yard."

Comment:

A car that stands around a small station gets switched every day by locals and becomes damaged, and it should be taken to a terminal or storage track to avoid same, if there is no need for the car.

Rule 44—"On divisions where it is necessary to reduce trains between terminals account heavy grades, etc., yardmasters will place the commodity that is desired to be used in such reduction on the head end of the train."

Comment:

This can be done if the chief dispatchers will work with the yard force, and will save extra handling of cars and reduce the wear and tear of same, which is what weakens them and causes heavy damage.

Rule 45—"Yardmasters will move all through cars in solid through trains as far as consistent, with the handling of livestock and perishables and move the short cars on locals."

Comment:

It is costly to run trains out of terminal with short cars, both in delays, and damage to cars in stopping the extra switching. Locals having shorter trains could handle this and a saving would be made, besides an improvement in service of our through freight trains. Yardmasters, many times, are over anxious to rid their yard of cars and will place short cars in trains that should be held for locals, or if they are to run more than one train before the local, all this short stuff should be held for the last train instead of a few on all of them.

Rule 46—"Switching lists will contain all the numbers of all the cars that are upon the track to be switched."

Comment:

This will give the trainman or switchman a clear idea of the situation at a glance; he can plan his switching quickly and save the handling of cars any more than is necessary.

Rule 47—"All tracks will be named or numbered, the number or name will appear at the top of the list of such track, as also a notation as to what end the top of the list signifies.

Comment:

This will save time in looking for cars and will be the means of advancing the work.

Rule 48—"Spots upon team or industry tracks will be numbered, and cars listed to be spotted will have the number of such spot so stated.

Comment:

This will save pulling the entire team track to get a car of flour at the right door, in case the industry has more than one door where different commodities are unloaded, the car or cars will be placed in their proper order before going into the track to make the final spot.

Rule 49—"Switch lists will state the contents of the several cars."

Comment:

If this is done a trainman or switchman will be helped greatly in getting his cars in proper position before going into a team or industry track.

Rule 50—"In making meeting points between freight trains, the train known to be the heaviest in tonnage will be given the main track if consistent.

Comment:

Short, light trains can get out of the way quicker and with less probability of damage to cars in stopping and starting than a long heavy one, and every effort should be made to reduce such possibility.

Rule 51—"When it becomes necessary to store cars they will be moved from small stations to terminals or storage tracks."

Comment:

This will prevent the locals having to rehandle such cars daily when switching at these small stations and cause them to become more or less in a bad order condition.

Rule 52—"Car distributors and chief dispatchers will store such cars as live poultry and stock cars at terminals and bill them to the different stations as ordered, and not endeavor to place them as he anticipates their need in advance."

Comment:

Many times a stock car and other cars of this nature are placed at a station in the anticipation on the part of the dispatcher that they will be needed, and before the car is loaded, locals will rehandle it to some station, back hauling it at times, which could be avoided by the above rule.

General

The rules of the several other departments will be obeyed.

Passenger equipment will not be placed in long freight trains only in case of emergency, and then only after the piston of the air brake has been lengthened.

The feature of proper signaling cannot be too seriously considered by all concerned, and every one that has anything to do with the handling of cars will make a special effort to handle them as though the cars as well as the freight they contain were their personal property.

The interest of the company and that of the employes are such that one's interest is the others, and the prosperity of one depends upon the success of the other.

An empty car that should be moved as well as a load going to its destination should be kept moving, and a train should never be stopped unless it is absolutely necessary to do so.

Clicks from the Rails

Test Radio for Railroad Use

Extensive tests of the radio with a view to adopting it for practical use in certain phases of railroad communication, are being conducted. One experiment, in particular, that of establishing a quick and reliable means of constant communication, either by day or by night, between the locomotive and caboose of long trains and between freight and passenger trains operating on the same track, is being given much study. In the first instance, if found practical, the radio would eliminate an embarrassing situation often experienced in the use of hand signals at night and where sharp curves are encountered, and on passenger trains where the only communication between the conductor and engineer is through the use of signal valves. Meanwhile, the use of the radio to function in the dispatching of trains also is being studied.

* * *

No Substitute for Life Insurance

So far as I have observed, there is nothing that can quite serve as a substitute for life insurance.

It is used as a guarantee of one's family, one's estate, one's own future and one's creditors.

The habit of carrying life insurance, and particularly of making some measure of sacrifice in order to carry it, is the finest method with which I am familiar of cultivating those habits of thrift and business steadfastness which are so essential to success.

Considering all the elements of security which it represents, I am convinced that no other mode of investment can provide so much of assured and available indemnity as good life insurance.

The salesman of such insurance is an evangelist of thrift and proper ways of living.

—Calvin Coolidge.

* * *

Valuable Foxes are Shipped

One hundred and sixty silver foxes valued at $160,000, destined to Norway, were recently shipped from Seattle, Wash., to New York by American Express. This is the first of three trans-Atlantic shipments.

And on our own road, on the Susquehanna division, during the week of November 30, the Riverdale Silver-Black Fox Company, Inc., of Sidney, N. Y., shipped by express twelve animals raised on its ranch. These were valued at $7,200, an average of $600 each.

Pleads For Economy in Government

Railway taxes are a charge against public service corporations, that is, private property devoted to public service. In order to succeed in performing their duty of public service, the railways must be able to pay their operating costs out of revenues and be able to retain a sufficient margin in order to pay a reasonable return on investment, maintain sound credit and attract the necessary capital to make the required improvements and extensions which a growing demand for transportation service calls for. Adequate transportation service is of universal interest and adequate service cannot be secured or maintained unless operating revenues exceed operating expenses, including taxes, and leave a fair margin of return on investment. As the matter now stands, the returns to the railways are too low and the burden of taxes *too* great.

The railways have been seeking earnestly for every means of economy in operating their properties. They believe that all forms of government should likewise seek every possible economy in performing functions for which they are designed. By this means the need for taxes would be reduced and the burden on the railways and other industries might be lightened.

—*From a talk by R. H. Aishton, president of the American Railway Association, at a joint conference between industry, agriculture and transportation, at the Hotel Astor, New York City.*

* * *

Right on the Dot

Deacon White had been pacing the station platform for twenty minutes. Rather hot under the collar, he went back to the ticket window.

"I thought you said the noon local was on time today," he roared at the stationmaster's youthful assistant.

"Wal, she were," replied the latter. "Went through here right on the dot, 'bout three minutes afore you came in an' ast me."

—*The American Legion Weekly.*

* * *

On the Northwestern Pacific, not one employe on duty has been killed in an accident since September 24, 1923. During the eight years prior to that date, the accidentally killed averaged one every four months, and the longest period between fatalities was nine months.

Memorial to Railroad Pioneers

"To inspire pride and a patriotic feeling in the minds of those who may witness the great work done by those who have given of their labor, their time and their ability to produce and operate these arteries of commerce, rendering possible the development which followed their extension," is the motive back of a movement of the Railroad Owners' Association, representing the stockholders of numerous railroads, to erect a national monument to the railroad industry.

This monument would take the form of a building to be located in the National capital, in which could be preserved and displayed the portraits and the statues of the builders of the past, and portraits of those who are now developing the railroad systems of the country, as well as to show in miniature the extensive railroad systems, canals, rivers, lakes and mountains, and the timber, wheat, corn, cattle and other products comprising the traffic of the carriers.

* * *

Courtesy Lacking in Bus Service

None of that individual, personal, courteous attention always demanded by the traveling public of railroad management and employes, and with constantly increasing insistence—none of the comfort and luxury that has been and still is being developed in railway travel—is to be found a part of bus transportation service. No one helps you aboard a bus, arranges a seat for you, or is in waiting at your destination, after having rode for miles in a two-by-two space into which you have been well settled by the bumping and swerving of the car, to see that you reach the ground safely. No one thanks you for your patronage; gears are shifted and you are absolutely forgotten. No thought is given to your likes or dislikes; no one cares. Take it or leave it seems to be the attitude of bus operators. But on the railroad, how different!

* * *

"Life's Greatest Accident Hazard—The Automobile!" is the caption a certain insurance company is using over its appeal to the public. Claims due to automobile accidents approximate 25 per cent of all the claims paid by the company.

* * *

Twelve British locomotives, to cost $1,800,000, have been ordered by the Mukden railroad of China.

And Beginning Today, This—

We think we can live this old life as we please,
As free as the birds of the air.
The years they are ours to use and abuse,
Our acts, just to do and to dare.

We think it a jazz, a mad, dizzy whirl,
Who cares for a heart or a smile?
Just keep to the right—leave the laggards behind
And "get there"—live life every mile.

But Stop! Look! Listen!—the sign reads ahead,
There's a fellow out there you have known,
And a woman who loves you and stands by your side,
You can't play the game all alone.

It's a funny old world, in truth, through and through,
On the level and square if we choose;
Make the man on the highway your brother and friend,
Or take it from me, you will lose.

—" Stop! Look! Listen,'
by Florence G. Chapman